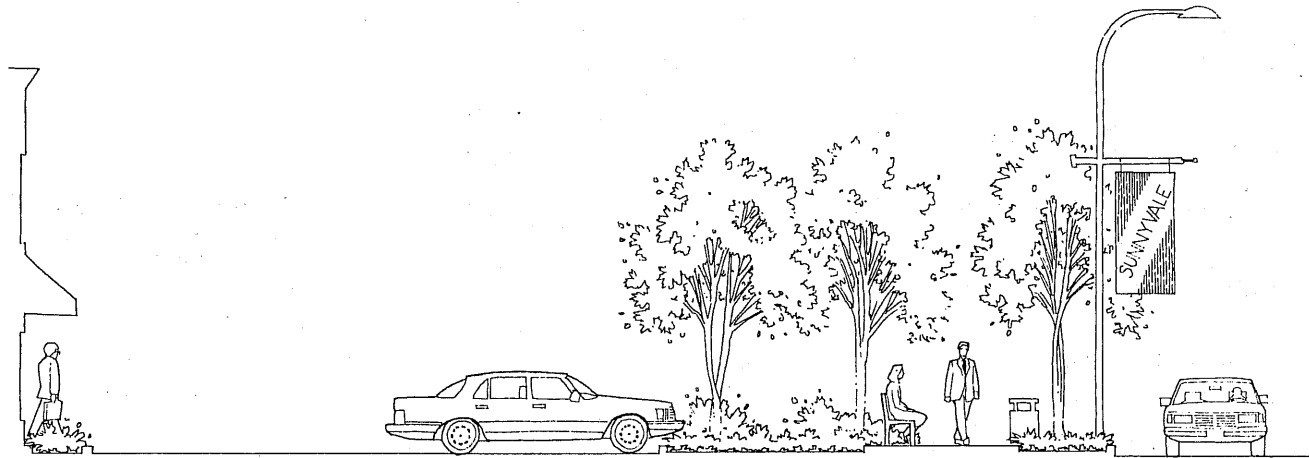


Figure 5: Possible Areas for Specific Plans or Design Guidelines

example, City of Sunnyvale monument signs could be installed at both ends of the street and include "El Camino Real" on the signs. This would identify the district and reflect its importance to Sunnyvale. There is also a distinct business or residential character to some segments of El Camino Real. Special design features could be applied to each of these unique areas. For example, areas of El Camino Real with car dealerships could have colorful vertical banners on the street lights, identifying the type of business and each type of dealership.



Specific plans can distinguish an area through unified, landscaping, street furniture, building setbacks and signs.

An El Camino Real specific plan could also address the issues of appropriate land uses and appropriate building height, setbacks and floor area ratios. Some areas such as the intersection of El Camino Real and Mathilda Avenue may benefit from taller buildings, significant architecture and public plazas. Currently most of El Camino Real is zoned for highway business and could be developed with the same uses at the same height and intensity. A specific plan could provide for a range of intensities and avoid uses which are incompatible with certain segments of El Camino Real.

Mathilda Avenue is another area which could benefit from a specific plan or design guidelines. Mathilda Avenue has less of a defined character than El Camino Real, but may be an area where there is more possibility for dramatic changes. A light rail system down Mathilda Avenue would make a significant change to the streetscape and potential development along this corridor. There are also several large properties with redevelopment potential. A specific plan would provide a context for these changes.

Mathilda Avenue is an important district: it is at the convergence of two highways, it provides access to two major industrial parks and it is one of the main routes downtown.

A unified design theme for Mathilda Avenue can provide an effective nexus which would tie two major employment centers to downtown Sunnyvale and the rest of the community. Whereas a specific plan for El Camino Real is an opportunity to promote a major commercial district, a specific plan for Mathilda Avenue is an opportunity to recognize two important industrial parks and promote the Downtown.

A specific plan may also be appropriate for portions of Evelyn Avenue east of Sunnyvale Avenue. This is a transitional area where several industrial sites have been rezoned for residential projects, leaving small pockets of industrial zoning. Many of the housing projects built on Evelyn are large, medium density apartments or condominiums which have a unique character. A specific plan could reinforce the evolving residential character of this district, in addition to addressing land use issues.

NEIGHBORHOODS

Neighborhoods are vitally important to the everyday quality of life for Sunnyvale residents. Neighborhoods are also a major part of how the City looks, since 34% of Sunnyvale is covered by single family and multi-family neighborhoods.

A defined identity can be as beneficial to a neighborhood as it is to the City. Being able to identify where you live by neighborhood is not only convenient, it promotes a sense of place and shared responsibility. Neighborhoods can be distinguished by the original subdivision, a unique architectural style or lot size, schools, geographic features, arterial boundaries or shopping centers. Many older cities have neighborhoods with a distinct ethnic identity.

Sunnyvale does not have ethnic neighborhoods and there are not many distinguishing visual features. Sunnyvale's neighborhoods look generally similar because most of the housing was built within a limited time frame and the City has flat, uniform topography. There are some less obvious physical features which define most neighborhoods. These features can be accentuated to create a more recognizable identity for the neighborhood and at the same time, a more meaningful and interesting environment for Sunnyvale.

Neighborhood identity can be enhanced, just as the City's identity can be enhanced, with defined boundaries, entries and landmarks. Often neighborhood boundaries are disrupted or hidden by incompatible development around the borders. In some cases, it is possible to require that infill development on the borders has the same density and architectural style so that it reinforces the neighborhood boundary. In situations where commercial development hides the neighborhood, such as the El Camino Real commercial district, special entries can be used to identify neighborhood boundaries. Some neighborhoods in Sunnyvale already have distinctive entries with signs identifying the neighborhood. Some neighborhoods also have historic landmarks which give them a unique character.

Infill projects within a neighborhood can have a negative effect on a neighborhood's

integrity if they are not compatible. Because of this, the City has rezoned redeveloped school sites to low density housing to match the surrounding neighborhood. Even with the similar zoning, some of the new infill projects look distinct from the surrounding neighborhood because of the difference in house sizes and styles.

For infill projects to blend well with the neighborhood, the new homes need to have the same general style and size in addition to similar density, setbacks and coverage. Often there is a difference between what the market wants and what would be compatible with the neighborhood. Housing fashions and preferences change, but a neighborhood is a more intrinsic, permanent part of the community. Current zoning regulations do not affect the architectural style or size of a house other than the footprint. To protect Sunnyvale's neighborhoods, it may be necessary to adopt more stringent regulations for infill development.



Different Style



Similar Style

Many of Sunnyvale's neighborhoods have a distinct architectural style which gives them a special character. Infill development can have a different style incompatible with the neighborhood.

The City has a number of programs which are meant to preserve the quality of neighborhoods. These programs are administered through the Neighborhood Preservation and Housing Divisions. Through these programs, the City assists neighborhoods with the problems of abandoned cars, illegal construction, weed abatement and code compliance of adjoining commercial uses. The City also has programs to help residents maintain their homes, including low interest rehabilitation loans and a paint grant program. Some cities have adopted maintenance ordinances which cover issues such as fence repairs and landscape maintenance in neighborhoods. Sunnyvale may want to consider a similar ordinance.

One of the best resources for developing effective programs to improve neighborhoods are the residents living in the neighborhood. Any program to enhance neighborhoods should include surveys and workshops to determine what residents think would improve the quality of their neighborhood.

THE VIEW FROM THE ROAD

The view from the road is one of the most significant factors shaping Sunnyvale's visual image. Roadways provide vital transportation routes for pedestrians and automobiles. The Association of Bay Area Governments (ABAG) estimates that in 1990, 120,400 people live in Sunnyvale and 141,000 people have jobs here. Many of these jobs are filled by people living outside of Sunnyvale. The Sunnyvale Transportation Sub-element estimates that about 75% of the 1982 peak hour traffic was made up of non-residents entering, leaving or passing through. By the year 2005, ABAG estimates that there will be 7,600 more jobs in Sunnyvale, resulting in even heavier traffic volumes on the City's roadways.

For non-residents, the view from the road is often their only impression of Sunnyvale. For Sunnyvale residents, the quality of the street environment has a more direct impact on their daily lives. City roads are used for shopping errands, by children walking to school and by residents driving to work. Roadways provide the continuity that links neighbor to neighbor, district to district and the City to the larger regional transportation systems. Roadways are an important part of the visual landscape in front of homes and businesses. The quality of the street environment affects property values throughout the City.

It is vitally important that the road network be safe, efficient, attractive and comfortable. The Transportation Element and Law Enforcement Sub-Element of the General Plan address the issues of safety and efficiency. The Community Design Sub-Element discusses policies for making the street environment comfortable and attractive.

The street environment can be enhanced through public landscaping programs, improvements in the public right-of-way, comfortable pedestrian pathways and attractive commercial signage.

Public Landscaping Programs

Traffic levels have risen steadily over the past thirty years, corresponding to increases in both population and employment. There are now approximately 270 miles of streets within Sunnyvale. As the miles and width of pavement have increased to accommodate traffic, natural open space on private properties has decreased with development. As a result, there is more need for public landscaping to bring natural features back to the hard, asphalt environment. To meet this need, Sunnyvale has two public landscaping programs for the City's roadways: the Street Landscaping Program and the Street Tree Service Program. The Street Landscaping Program provides for median landscaping and the Street Tree Service Program provides for tree planting and tree maintenance along all of

the City's roadways. These two programs will be discussed in further detail in the following sections.

Street Landscaping

Sunnyvale's Street Landscaping program was initiated in the 1960's. By July, 1990, the City will have installed approximately 60 acres of public landscaping on Sunnyvale's roadways, including 2 acres of sound wall landscaping. The annual operating budget to maintain this landscaping is \$664,353 in 1990. While the City is not responsible for landscaping on County, State or Federal roadways, Sunnyvale does continue to work with these agencies to insure high quality landscaping. Some City roadways have landscape medians down the center which were either part of the original design or were installed at a later date. Other street landscaping is on street islands, at pedestrian overpasses, on cul-de-sacs and along the railroad lines. There are 14 roads which have median landscaping and 42 additional areas with other types of public landscaping. This landscaping adds variety, texture and color to the flat streetscape.

Landscape medians serve many different functions. Medians can make streets more attractive. A landscaped median makes motorists more comfortable by reducing the perceived road width and providing interesting scenery while caught in stop and go traffic. Medians increase safety by separating oncoming cars. Sunnyvale's medians also help distinguish the major thoroughfares in the City.

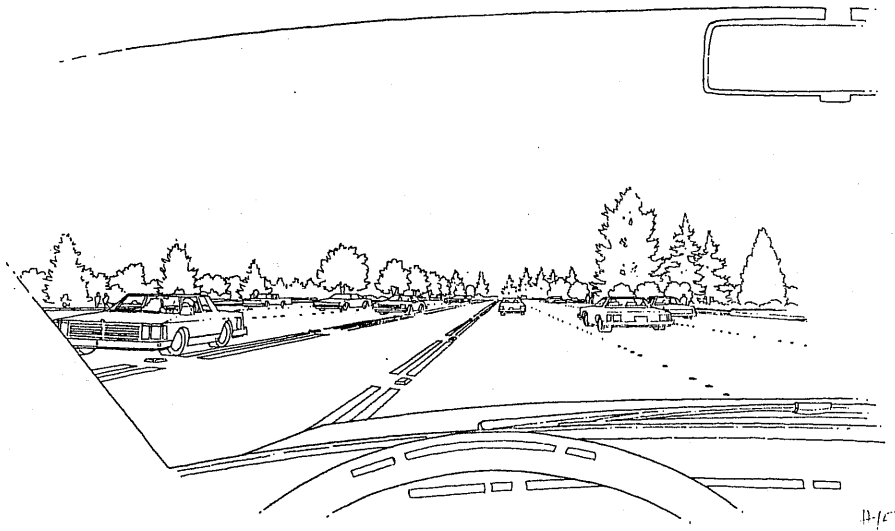
Median landscaping should compliment the surrounding natural and built environment. Residential districts generally would benefit from landscaping with low canopy and ornamental trees, while upright, formal landscaping with tall trees would be more appropriate for major office or commercial districts. Median landscaping should be in scale with the surrounding buildings and street width.

Medians are also an opportunity to showcase the variety of plants and trees that can be grown in Sunnyvale's temperate climate. Medians can be an interesting landscape area with a variety of flowering plants, as well as a mix of deciduous and evergreen trees. There can be variety in the texture and shape of trees. Berming can be useful to screen oncoming cars, but should be a moderate height and slope to minimize erosion. The City should identify areas where additional or replacement trees and shrubs could significantly enhance these medians.

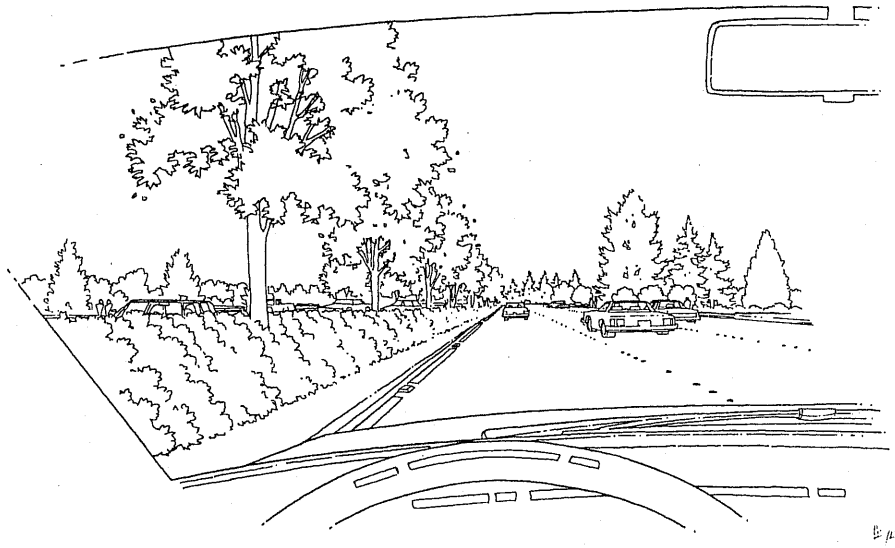
The design of median landscaping should also facilitate easy and safe maintenance of those areas. Low maintenance and water wise plants should be selected.

Landscape medians are important mechanisms for identifying major thoroughfares, City boundaries, gateways and important districts. While this landscaping benefits from a variety of plantings, it is important that there be a unified and cohesive landscape theme for these areas. This theme can be accomplished with repetitive tree groupings, or similar

hardscape materials such as paving stones. A unified landscape theme strengthens the identity of a place or area.



The view from the road without landscaped medians.



The view from the road with landscaped medians.

Over the next several years, Sunnyvale's capital improvement program includes 10 - 15 acres of additional public landscaping. The list of streets scheduled for landscape improvements, include:

the City's roadways. These two programs will be discussed in further detail in the following sections.

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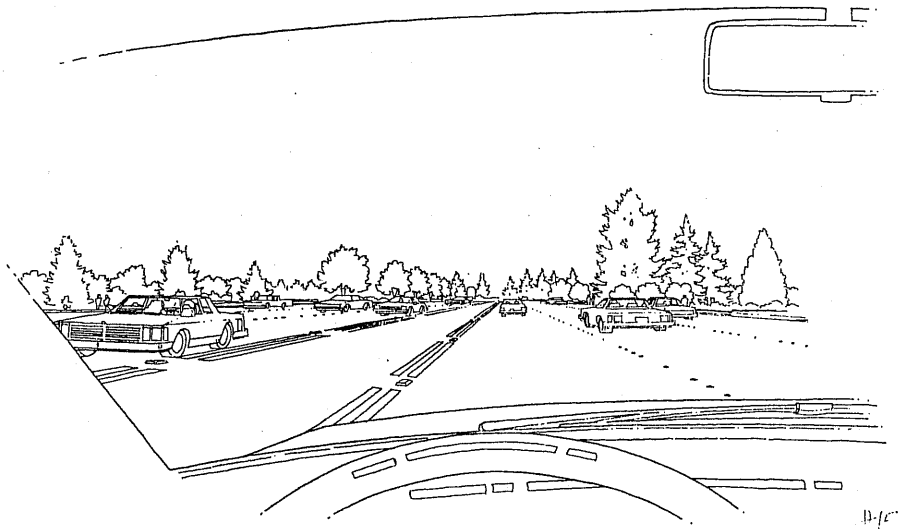
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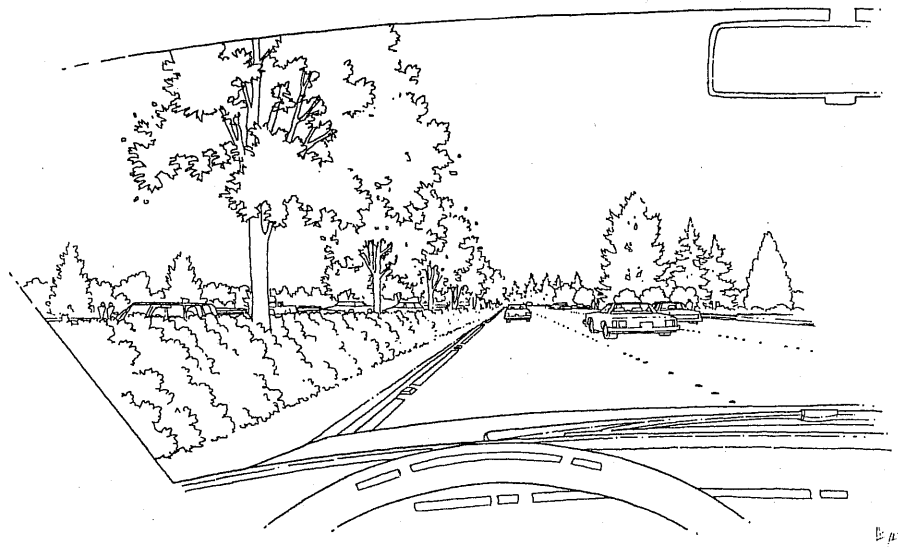
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Lawrence Expressway
Highway 237/Fair Oaks Avenue
Central Expressway Frontage Road

Portions of the following streets could also be considered for improvements:

Old San Francisco Road
Arques Avenue
Maude Avenue
Crossman Avenue
Duane Avenue

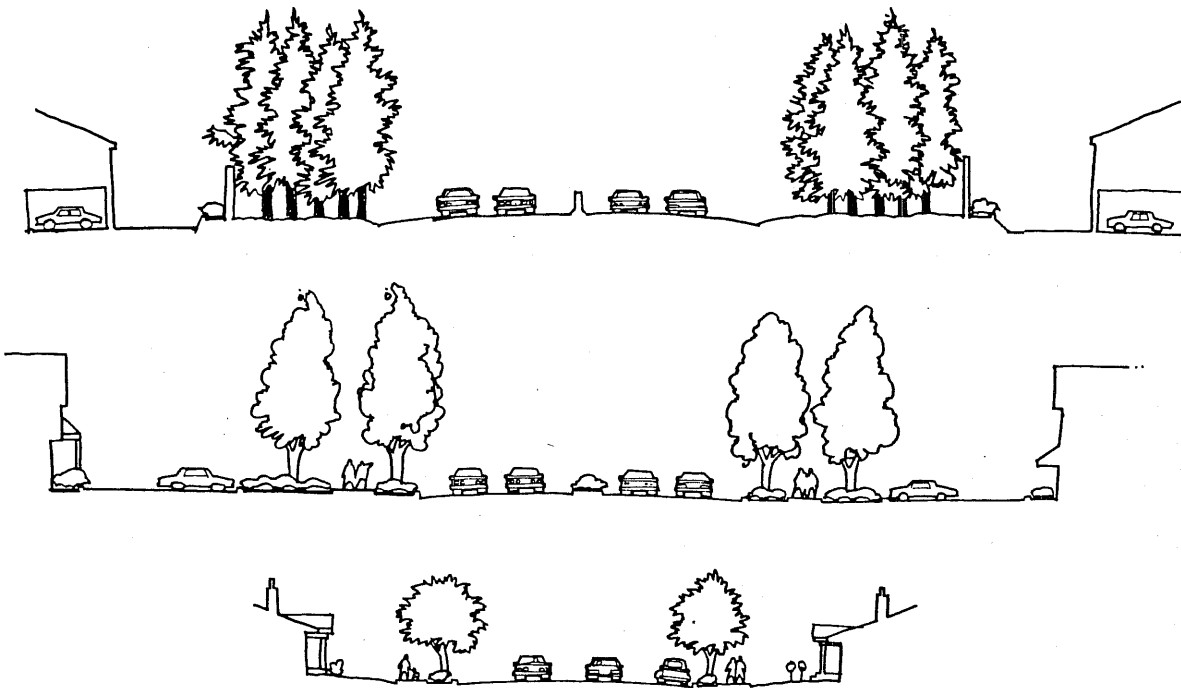
Median design and landscape standards are subject to ongoing change as traffic volumes increase and surrounding development intensifies. Weather conditions, such as the drought, also have an impact. Public landscaping should be systematically reviewed to accommodate these changes.

Street Tree Service Program

Sunnyvale's Street Tree Service Program was formally established in the late 1950's. The purpose of this program is to beautify the City's roadways by planting and maintaining trees along the public right-of-way. The program provides one tree per lot in residential and commercial areas. Trees are selected by the City from a list of approved varieties. Tree selection by the City, rather than private property owners, assures continuity in the streetscape and that the trees selected are appropriate to the surrounding area and climate. The City chooses trees based on the planting site microclimate, whether the tree species is disease and insect resistant, whether there are nearby utilities that would interfere with the tree growth, whether the variety has a root system which would result in sidewalk damage, the size of the planting site and pruning requirements.

The visual characteristics of street trees are also important in their selection. Trees can be effective in strengthening the City's form by emphasizing major roadways and important districts, and by identifying neighborhoods and gateways. Street trees should be chosen based on the scale and importance of the roadway. Taller trees could be used for major roadways and smaller, residential scale trees within neighborhoods. Trees can also be chosen for their drought tolerant and water conserving qualities.

In neighborhoods, broad spreading, deciduous trees are preferable. These trees create an attractive canopy and provide shade in the summer while admitting sun in the winter. In commercial districts, it is important that street trees have a canopy that does not obscure business signage. Industrial districts are the most flexible in terms of compatible varieties. On infill residential sites, new projects will blend better with the surrounding neighborhood if similar street trees are chosen.

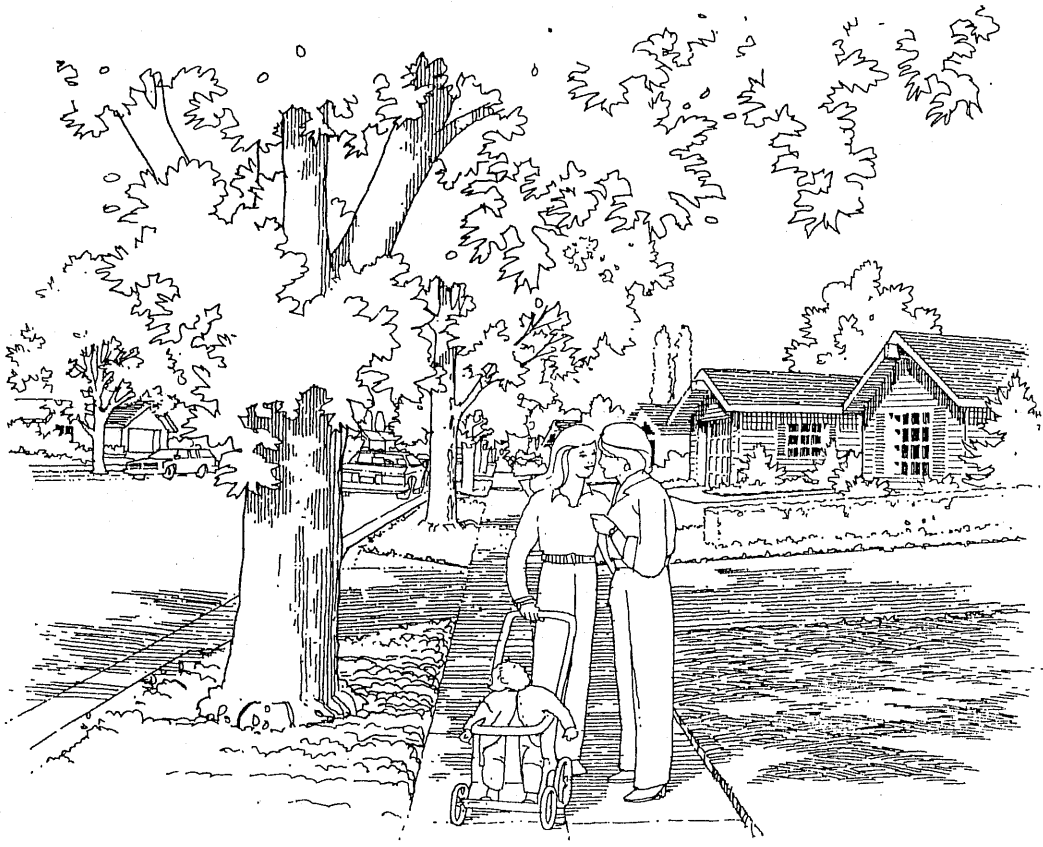


Street trees can accent major roadways and provide a unifying theme for districts and neighborhoods.

Most of the City's street trees have already been planted. There may be areas which have sparse or incompatible trees where a replanting program would be appropriate.

Street trees can unify and help identify an area. Current City policy requires that no more than 10% of any one variety of street tree be planted throughout Sunnyvale. This policy is meant to reduce the risk of losing a major portion of the street tree population to disease or pests. It also promotes visual interest and diversity. This policy can be flexible where there are roadways, districts or neighborhoods which would benefit from more uniform tree selection.

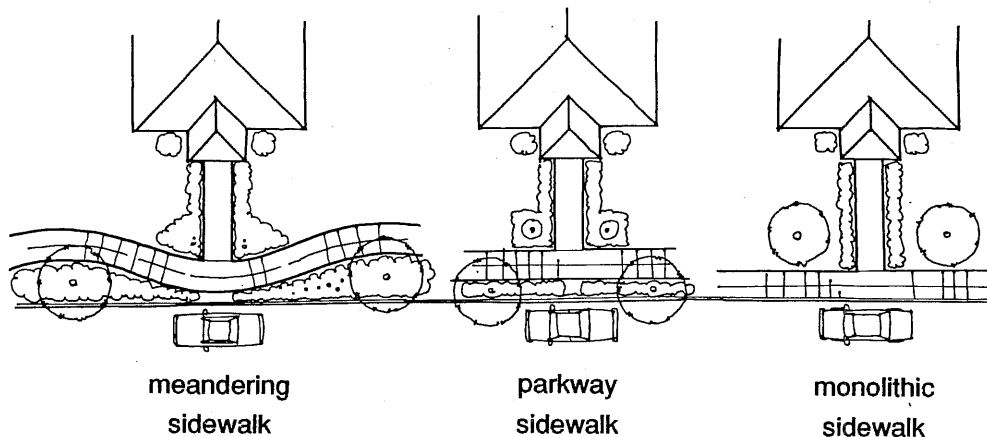
The trees lining Sunnyvale's streets represent a substantial value to the City. In 1990, the City maintained about 31,900 street trees at an annual cost of \$900,000. The value of Sunnyvale's street trees is conservatively estimated in excess of \$30,000,000. While many City expenditures involve capital projects that decline in value over time, investment in tree planting and maintenance increases in value. Trees also add to the real estate values of the private properties adjacent to where they are located. Trees enhance the public environment by creating comfortable outdoor spaces, serene settings and pleasant fragrances. Trees have a soothing visual impact. They provide a habitat for wildlife, shade for pedestrians and motorists, contribute to fresher air and reduce reflected heat from buildings and pavement.



Street trees create a pleasant environment in Sunnyvale's neighborhoods.

In the future, maintenance costs can be expected to increase as trees grow taller, requiring additional and more difficult pruning. The City is implementing a comprehensive City-wide pruning cycle to systematically maintain the beauty and safety of Sunnyvale's trees. The City can also undertake ongoing research on new tree varieties which are attractive, but require less maintenance and cause little or no damage to sidewalks.

Sidewalk damage is one of the difficult problems in street tree maintenance. When a tree damages a sidewalk, it is the City's responsibility to repair the sidewalk and prune any lateral tree roots causing the problem. Most planter strips in the City right-of-way are 5 feet wide. Property owners adjacent to the planter strip are responsible for maintaining the planter landscaping, except for street trees which are maintained by the City. Often, 5 feet is not enough room for the tree to grow, especially when the planter strip is located between the sidewalk and curb. Sidewalk damage is one reason the City now installs monolithic sidewalks. Monolithic sidewalks are located next to the curb and the planter strip is on the other side blending into the private landscaping. One alternative that the City is considering is a "bow" or meandering sidewalk configuration which would provide sufficient room for tree growth.



The location of street trees and planter strips is a complex issue affecting private property owners, the comfort of pedestrians and the safety of maintenance workers, as well as sidewalk repairs. The City will need to investigate innovative ideas for balancing these concerns.

Pedestrian Pathways

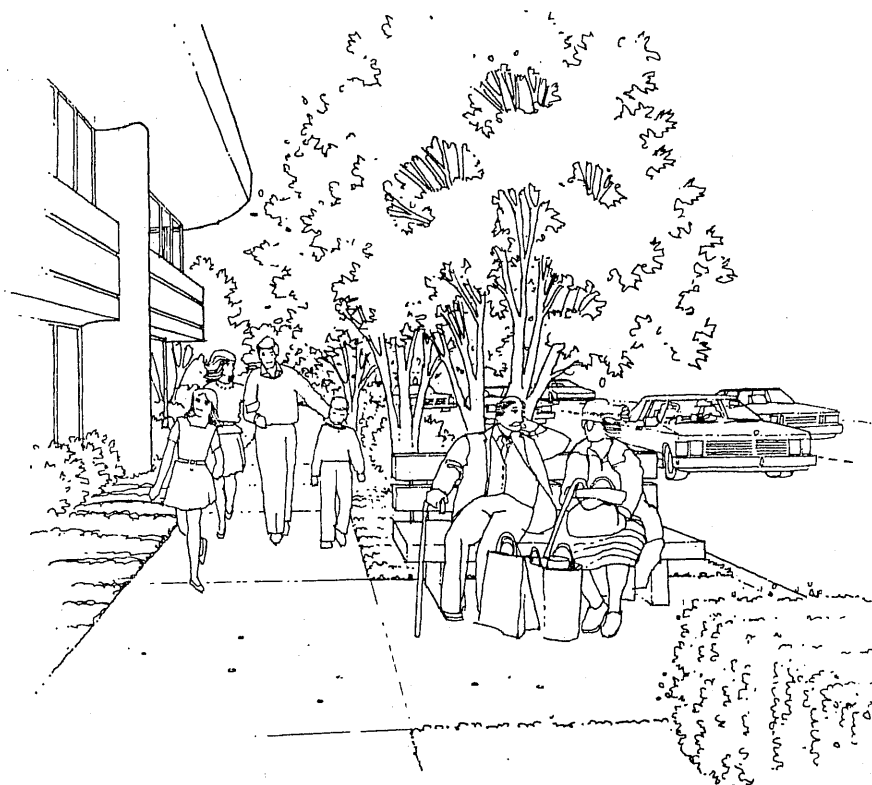
Although most people travel by automobile, it is likely that pedestrian activity will increase as more people use mass transit and health trends stimulate renewed interest in walking. There is presently an extensive system of sidewalks throughout Sunnyvale. Sidewalks have been required in residential and commercial districts and, in 1990, the City adopted an ordinance requiring sidewalks with new development in industrial districts. It is the City's policy to require developing property to install a 5 foot linear sidewalk in residential neighborhoods and wider sidewalks in commercial districts. The City assumes responsibility for maintenance one year after the sidewalk has been installed.

Pedestrian pathways should be designed to be safe, enjoyable and comfortable. Existing City sidewalks meet high standards for safety. They are well maintained, well lighted and crosswalks are visible and well marked. There are still opportunities for improving the comfort and attractiveness of the City's sidewalks.

In the downtown, sidewalks need a wide width to adequately accommodate higher pedestrian volumes, sidewalk cafes and other commercial activities which enliven the streetscape. A wider sidewalk width would help distinguish the downtown environment

from other areas of Sunnyvale. Wide sidewalks have been installed by the City on the 100 block of Murphy Avenue.

Many sidewalks in Sunnyvale have landscape strips between the curb and sidewalk which buffer pedestrians from traffic. Landscape strips are costly and difficult to maintain, but provide pedestrians with a buffer from traffic. On a monolithic sidewalk next to the curb, there is no traffic buffer. This is especially uncomfortable and threatening on high volume roadways. Even a small landscape strip with shrubs creates a sense of protection for pedestrians. Planter strips with trees provide the added benefit of shade and protection from the wind or rain. The City could investigate the possibility of adding some landscape buffers for pedestrians on major thoroughfares and important pedestrian routes.



Parkway landscaping buffers pedestrians
from traffic.

Walkways can also be made more comfortable with benches for resting. Benches are appropriate where there are transit stops, scenic vistas, plazas or areas with attractive, shady landscaping. Other street furniture such as drinking fountains, trash containers and information kiosks are also important elements in creating a friendly and functional environment for pedestrians.

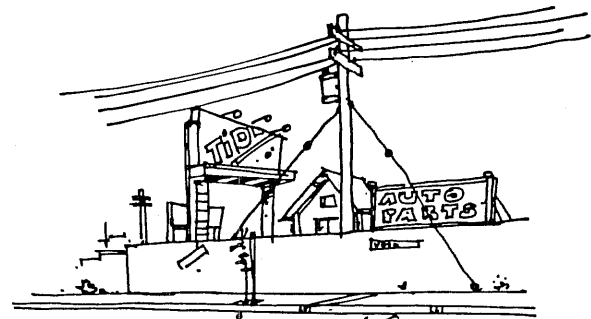
In Sunnyvale, there are several historic pedestrian pathways: El Camino Real and the De Anza Trail. Commemorating these early foot paths would enrich the community's cultural identity. A portion of the De Anza Trail will be reproduced as part of the Bay Trail project. The Bay Trail project is a regional effort to construct a foot trail around San Francisco Bay. Sunnyvale will be participating in this project by installing part of the trail with the Bayland Park improvements. There may be other future opportunities to cooperate in regional and county wide efforts to heighten awareness of the natural attributes of the Bay Area and this area's unique industrial, social and cultural achievements. It may also be possible to commemorate the early pedestrian history of El Camino Real by installing reproductions of the original bell markers, plaques, special street signs or landscaping reminiscent of this early missionary trail.

Bicycles are another alternative to automobile transportation. Bicycle racks need to be included with other street furniture on public sidewalks. Bike racks encourage bicycle riding and can be an interesting design feature of the streetscape. Comprehensive policies for bicycles and bike routes can be found in the Transportation Element of Sunnyvale's General Plan.

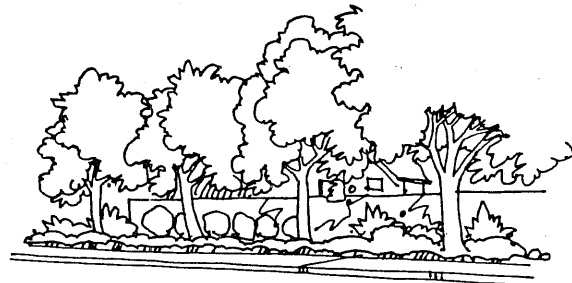
Streetscape Improvements

Utility wires, walls and fences along the public right-of-way have a direct impact on the view from the road. The design of these elements can add or detract from the visual appeal of the streetscape.

Overhead utility wires are generally considered unattractive and clutter the roadway. High poles and wires, because of their scale, can dominate a roadway or neighborhood. Since 1975, Sunnyvale has adopted ordinances requiring the undergrounding of utility wires. The City also budgets approximately one million dollars a year to underground utilities along major roadways. These efforts have made a significant improvement to the appearance of Sunnyvale's roadways and the adjoining properties.



Before Improvements



After Improvements

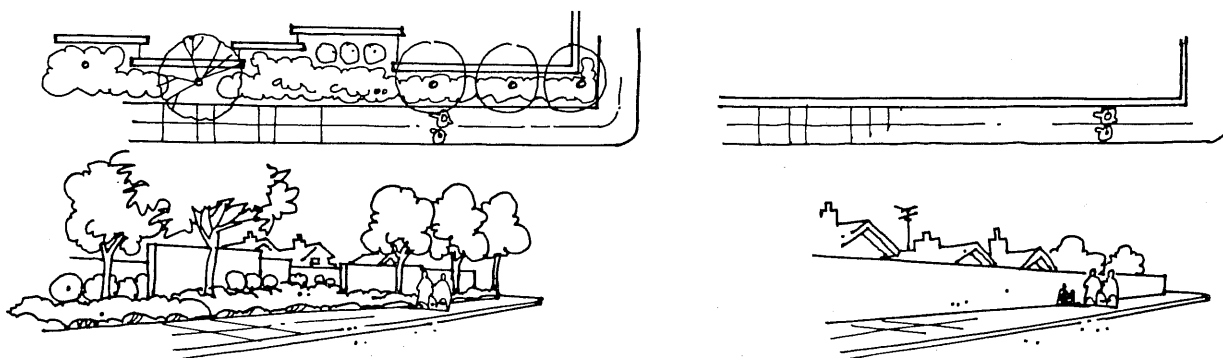
Most property owners are required to pay for undergrounding existing or new utilities when their land develops or redevelops. The City helps facilitate undergrounding utilities with private developers by paying for the undergrounding which extends beyond private property lines and street centerlines. The City's program to fund utility undergrounding

along major thoroughfares has resulted in even more significant improvements to the roadway environment and the City's image.

Private fencing often adjoins the public right-of-way and also affects the view from the road. Many of Sunnyvale's major thoroughfares are bordered by a continuous wall of rear yard fencing. In residential areas, fencing provides privacy, blocks the view of traffic and can provide some noise buffer. It is the responsibility of private property owners to install and maintain fencing, except along some freeways or expressways where the State or County is installing soundwalls or where the City is helping to maintain rear yard fencing facing the street.

In Sunnyvale's single family neighborhoods, fence materials, design and maintenance can vary with each property owner. In some neighborhoods, rear yard fencing adjoins the public roadway. When maintenance of this fencing is neglected or the materials are incompatible with adjacent fencing, this detracts from the roadway environment and affects everyone. Because of this, in 1990, the City budgeted funds for ongoing repairs of private rear yard fencing facing the public right-of-way. Rear yard fencing along the public roadways can also create a monotonous wall devoid of landscaping or interesting features identifying the neighborhood. Additional landscaping, street furniture and unique entryways identifying each neighborhood would reduce the monotony of fencing along these roadways.

The design of most fencing in multi-family districts, including condominiums, must be approved by the City. It has been the City's policy to require attractive walls and fences along the public right-of-way. Walls and fences are required to have varied setbacks to add interest and create room for landscaping facing the roadway. Maintenance of this landscaping is the responsibility of the property owner or homeowners association. The City also requires fencing to be compatible with the streetscape and constructed with quality, durable materials.



Fencing having varying depths and attractive landscaping creates a more pleasant roadside environment for pedestrians, motorists and adjoining residents.

Sound walls are constructed to reduce the noise impacts of high traffic volumes on adjoining residences. Sound walls are constructed by private property owners along major roadways when those sites develop and with Measure A funds on freeways and expressways. The City has required sound walls as part of new development when needed for noise mitigation. State and County agencies are responsible for installing sound walls along freeways and expressways when there are substantial modifications, such as widenings.

The Santa Clara County Traffic Authority administers Measure A funds. Measure A is a half-cent sales tax passed by Santa Clara County voters for County transportation improvements. Along with other transportation improvements, Measure A funds have been used to construct new sound walls along the residential areas adjoining Highway 101, from Lawrence Expressway to Mathilda Avenue and along Route 85. These funds will also be used for sound walls on Route 237. The County is studying a Lawrence Expressway Commuter Lane and Central Expressway Commuter Lane which could result in new soundwalls along these expressways.

Sound walls are beneficial because they reduce the impact of auto noise and emissions on adjoining residents. There are also some drawbacks since, visually, sound walls can be overwhelming in scale and monotonous to look at. Because of this, the City has a policy that landscaping should be installed along the walls wherever they are visible to the public and requires that the design of the walls be approved at public hearings. Generally, the County and State have cooperated with this policy and installed this landscaping, except in one instance where the City augmented the landscaping. Sunnyvale has budgeted to maintain landscaping installed on the City's side of the walls.

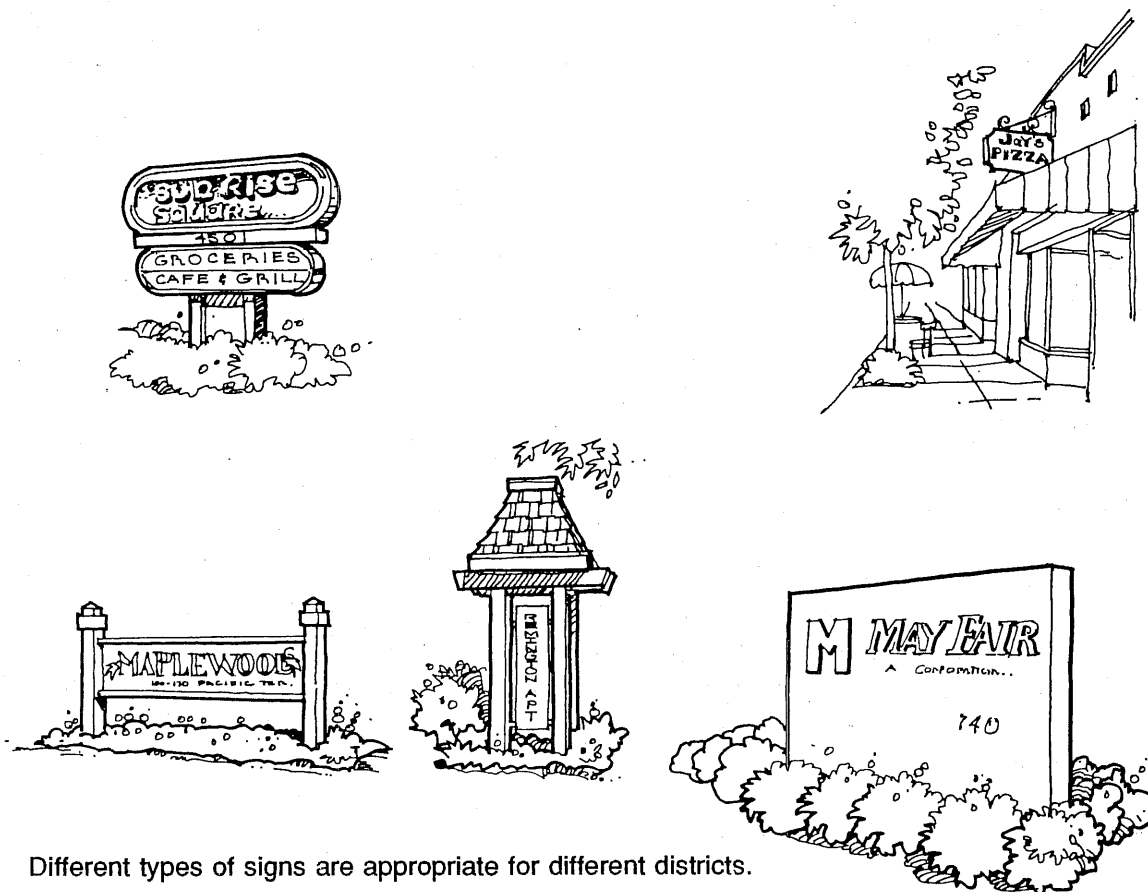
There are several design features which can make sound walls more attractive. Vines, tall shrubs and conifers can be used to provide color and variation in depth. Sound walls benefit from varied and attractive textures to make the surface more appealing. Due to the size of these walls, color needs to be chosen with particular care, since slight variations in hue can have a dramatic affect. There is also the opportunity to better identify gateways if sound walls are stepped back from intersections to create a sense of entry.

Signs

Commercial signage is a highly visible part of the roadside environment. It affects the visual quality of the roadways and the impression visitors have when passing through. Signs are generally oriented to the street and are a useful convenience to locate businesses. The difference in the types of signage often helps identify districts. Residential districts have few signs, while Commercial districts have many signs in all different colors and sizes.

Sunnyvale has adopted sign regulations to insure that signage is attractive, compatible with the district where it is located and not distracting to motorists. The premise of the Sign Ordinance is that signs should identify businesses, not advertise them. This principle is one reason why billboards are not allowed in Sunnyvale. Uniform regulations provide each business with an equal opportunity to identify its location. These regulations are necessary to avoid signs which compete for attention with overwhelming size or garish colors. This type of competition creates visual chaos and is detrimental to other businesses. Sign regulations improve the safety of motorists by eliminating distracting signage, such as blinking lights, and requiring a safe location for ground signs. The Sign Ordinance also insures that signage is compatible with the building style and site design.

Since the adoption of the Sign Ordinance and a major amendment in 1985, commercial signs are more in balance with other elements in the streetscape. Signs have a more compatible scale and do not dominate the view. The order and clarity brought by sign regulations have made it easier to identify and find businesses. The Sign Ordinance has also helped make signage an attractive element in the roadside environment.



Different types of signs are appropriate for different districts.

PRIVATE DEVELOPMENT

The quality of development on private property, together with the environment created by public facilities and roadways, combine to create a complete image of Sunnyvale. Private development is as important as public improvements in creating a vital, enjoyable and comfortable environment for residents and visitors. The design of private development has a strong impact on residents and the City's image. As a result, most communities have development standards and often require public review and approval of project design. In some communities there are specialized review boards for architectural and design review. In other communities, like Sunnyvale, the Planning Commission and City Council routinely review the design of new projects along with their other duties.

Without design policies and standards, private development may or may not produce the type of visual environment preferred by Sunnyvale. It is even less likely that the City will get outstanding development without a commitment to quality through design review. The Sunnyvale City Council has taken a number of actions meant to increase the effectiveness of design review for new development. The Council has added a design professional to the City Staff, initiated a Downtown Specific Plan and may consider design guidelines for other areas of the City.

This commitment to quality design needs to be balanced within the overall economic welfare of the City. Design policies, and the regulations which may evolve from these policies, should support the economic prosperity of Sunnyvale. Design regulations cannot be so burdensome that they discourage economic development and, as a result, become counter productive to the kind of appealing and vibrant environment those regulations seek to create. The level of design regulation of private development will be determined by the unique economic and cultural circumstance of each community.

Private development can enhance the image of Sunnyvale. Amenities which make a project attractive and livable do not need to be sacrificed in order to maximize development intensity. Projects should function well on the site, be compatible with surrounding properties and have architectural merit. Generally, there are two parts to development which determine how successfully a project meets these criteria: the site design and the building design. With good design, these two elements are fully integrated and complimentary to each other and at the same time are compatible with the surrounding environment.

Site Design

A site is generally defined by the boundaries of ownership. Site design is how buildings, parking, pedestrian and automobile circulation, landscaping and open space are

arranged on the ground. A good site design organizes and integrates all of these elements. It creates a functional and visually attractive environment. Site plans can be reviewed based on how well the functional elements accommodate the intended use and how well the design is refined to create an attractive and compatible environment.

Functional Elements

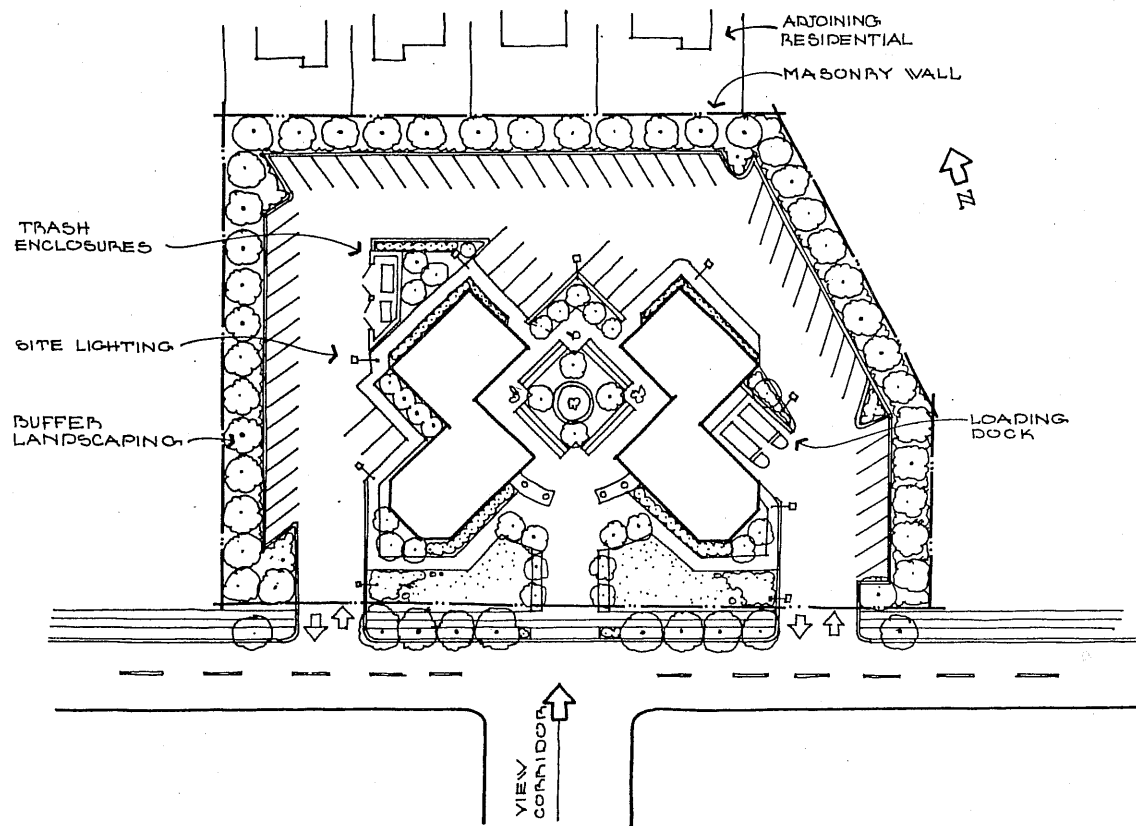
All site designs start with functional elements determined by the intended use. The functional elements of a site plan are the building location, driveways, parking, auxiliary structures, exterior mechanical equipment, lighting and service access. The design of these functional elements is often determined by practical constraints resulting from the nature of the use. The type of use determines such features as the amount of parking and building form. Commercial uses need a great amount of parking and require maximum street exposure, so they are usually located at ground level or in low, horizontal buildings oriented parallel to the street. Office use requires less parking and operates most efficiently in compact buildings, often with vertical orientations.

The types of uses allowed by zoning will influence the way an area looks because of functional requirements. If there are areas where Sunnyvale wants tall buildings, such as the Downtown or major entries, then the zoning should encourage uses compatible with that building form.

A site can be designed to insure that the functional elements do not create problems, either on or off the site. Auxiliary structures, trash enclosures and mechanical equipment can be integrated with the building, so they are unobtrusive and effectively screened. Lighting should not distract motorists or adjoining residents. Trash enclosures and service access should be located away from residential properties to avoid odor or noise impacts. A site plan can be designed for safe ingress and egress with minimal driveways into the site and with on-site parking which is adequate so that it does not spill over onto adjoining properties. A well designed site plan will have functional elements located to insure compatibility with neighboring properties.

Sunnyvale has Zoning regulations, standard development conditions and discretionary policies which address the design of each of these functional elements. These regulations have had a positive effect on making new development more attractive and compatible with surrounding properties.

As a discretionary policy, the City should consider requiring reciprocal ingress/egress easements for commercial development or redevelopment. Ingress/egress easements would allow motorists to drive between neighboring properties without having to enter the public roadway, resulting in fewer roadway curb cuts, more landscaping and improved vehicular safety.



A well designed site plan will have features compatible with adjoining properties.

Design Refinement

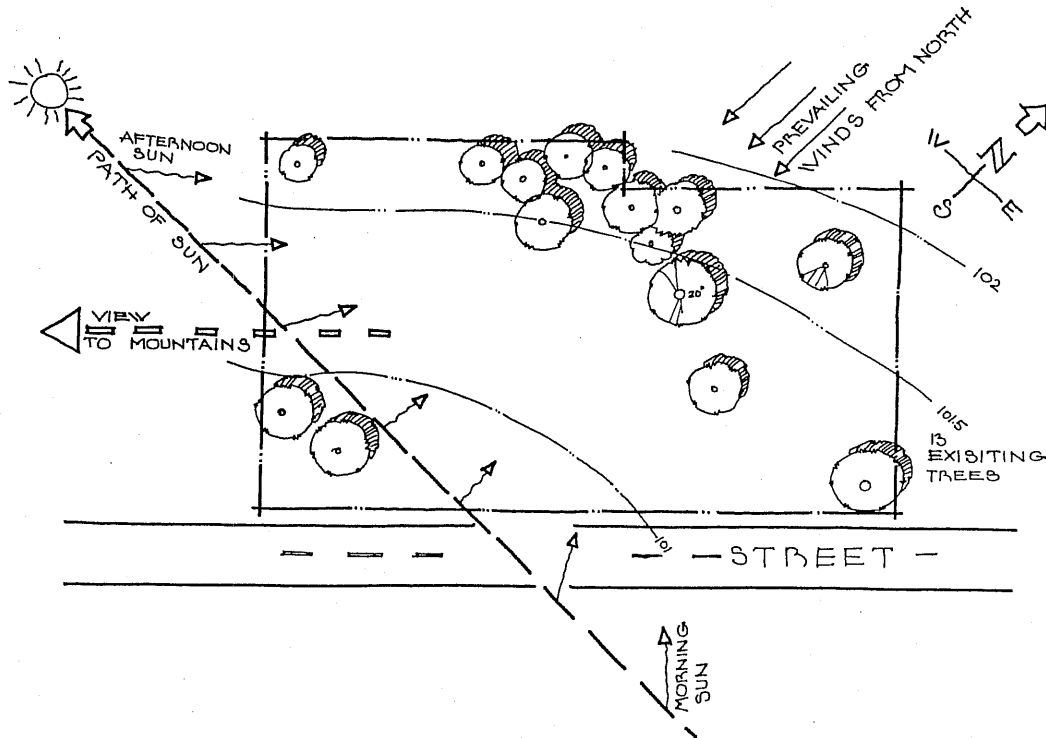
Functional elements need to be refined to create an environment which is engaging and attractive. In order for a site design to be experienced positively, it must have an appropriate relationship with the surrounding environment and produce an attractive internal environment.

Integration with Surroundings

A site plan which is well integrated with the external environment will be experienced positively if: 1) the natural features of the site are enhanced, (2) the design is sympathetic with the surrounding features of the built environment, (3) there is a smooth transition from the public roadway to private properties, and 4) the building setbacks and coverage are consistent with the rhythms of the surrounding area.

Natural Features. One of the first steps in most site design is consideration of the natural features of the property. Some of these features are subtle, such as climate, solar

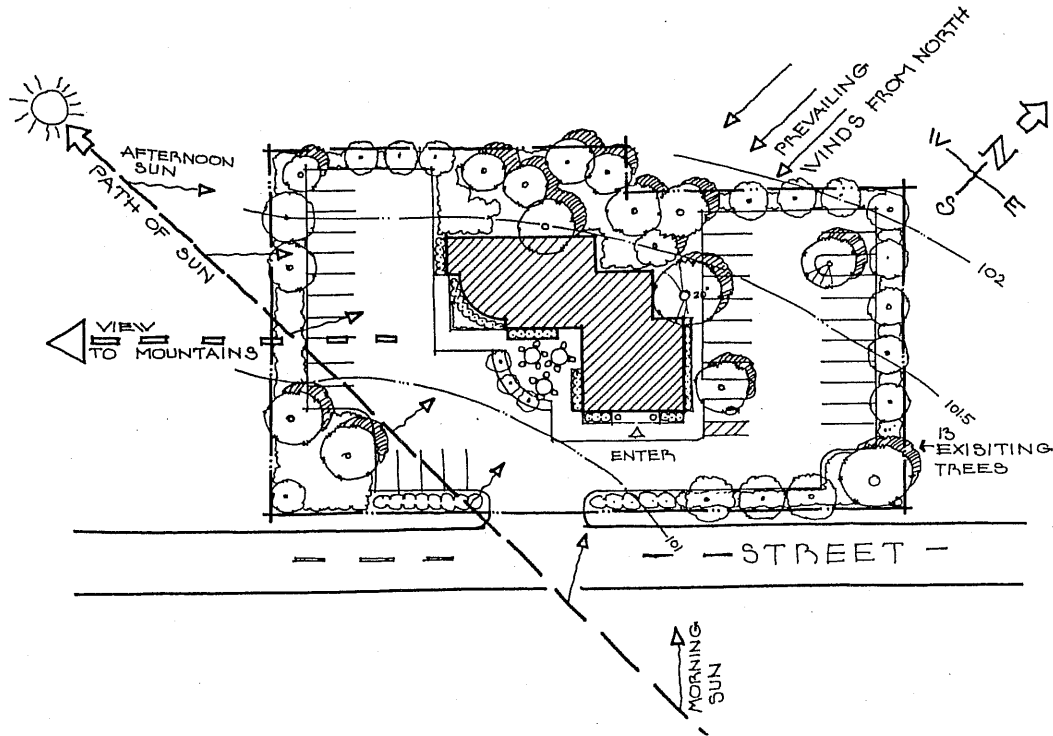
orientation and scenic vistas. Other features are more obvious, such as the shape and size of the lot, topography and mature trees. Each site has special natural features which can be enhanced to create a stronger sense of place and relationship with the natural environment.



Natural site features.

Throughout Sunnyvale there are natural attributes which can be integrated into a site plan. The mild climate in Sunnyvale provides an opportunity to include many outdoor spaces in the site plan. Vistas of the mountain range are also an important attribute and can be preserved. On some sites, there is mature landscaping which can be incorporated into the project design. Mature trees add to the value of a project and help new projects blend into the surrounding area. Incorporating mature trees needs to be considered early in the site design.

Since trees are an important natural attribute, Sunnyvale has policies which protect mature landscaping when sites develop or redevelop. The City also has a Heritage Tree program which recognizes significant or historic trees. These policies and programs are an important first step, but further efforts may be needed to protect and maintain the City's valuable resource of mature trees.

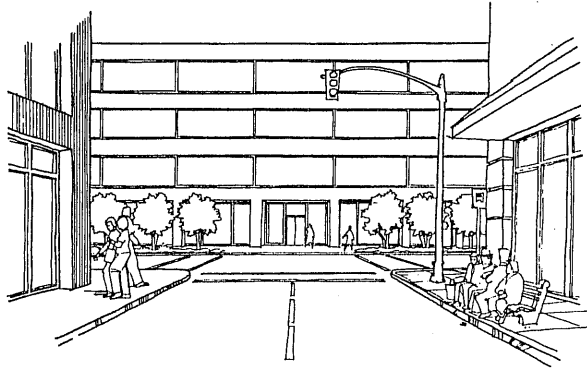


Site design that accommodates natural features.

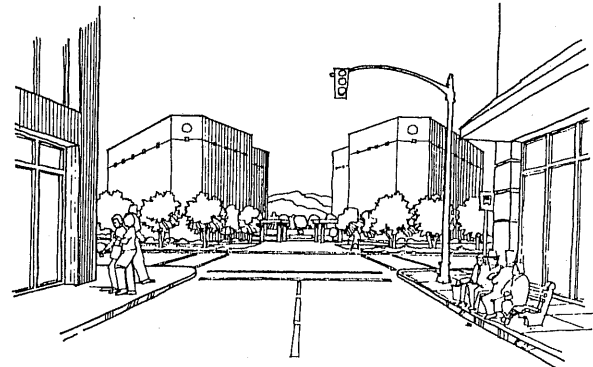
Compatibility with the Built Environment. Many urban designers emphasize the need for site plans to be sensitive to the features of the surrounding built environment, such as road patterns, noise and significant places or buildings. Orientation to the external environment will create a necessary linkage with surrounding development and integrate the project with the community.

The organization of a site plan should be oriented to the adjoining transportation patterns in order to integrate with the surrounding area. Where roads or pedestrian corridors terminate at the project, or at major intersections, the site design can provide focal points, plazas or entrances. The meeting place of project and roadway should be recognized, so that people can make a positive connection with the project. For large projects, view corridors into the site can be provided. View corridors arouse curiosity and extend an invitation to explore. Where project meets transportation routes, blank walls should be avoided. Site plans are more engaging if they are permeable and not closed to their surroundings.

Noise generators also need to be considered when designing a project. Project design can amplify or mitigate the impact of noise from traffic and other businesses. A good site design will contain features which minimize these impacts.



Design without
view corridors.



Design with
view corridors.

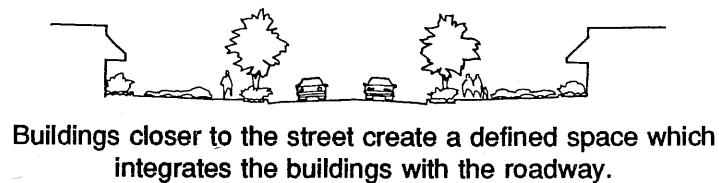
It is also important that site plans are compatible with adjoining historic structures or public places. Site design should not detract from these special features. Landmarks, or features such as parks or plazas offer an opportunity to share in their unique attributes. Site plans can be oriented to take advantage of these unique places.

Integration with the Roadway. A site plan which is integrated with the roadway creates harmony and continuity, instead of a disjointed, unrelated environment. Urban designers such as Paul Spreiregen and Ian Bentley speak about enclosure as a vital element in achieving this integration. Enclosure is the relationship of the building location to the street.

Harmony is achieved when the roadway and building location together create a defined space and sense of enclosure. When roadways and buildings create a defined space, the space itself has as much importance as either of the individual elements. The exterior building walls become the interior walls of the roadway. The space integrates the roadway and buildings. This integration results in a more visually satisfying environment because there is more form and direction.

Along strip commercial roadways in Sunnyvale, buildings are routinely setback from the street to accommodate parking. Often, a sense of enclosure is lost. The building also loses its relationship to the street and appears isolated at the back of a long expanse of asphalt. Some cities have started to encourage commercial buildings closer to the street. Parking is either primarily in the back or in the middle of the complex. In Sunnyvale, some of the newer strip commercial centers have only double row parking in front and as a result are closer to the roadway. These centers have a more immediate presence and relationship to the road than many of the older centers dominated by large parking lots. Downtown Sunnyvale would benefit from buildings located very close to the street to

create dynamic, exciting spaces. The City may want to study other areas where the building and street relationship could be improved. There may be areas where a maximum setback is as useful as minimum setbacks.



Landscaping is one of the most effective devices for creating continuity and a smooth transition between public and private properties in Sunnyvale. In residential districts, planter strips and street trees link the private and public spaces. In non-residential districts, landscape strips in the public right-of-way combine with private landscaping to create an effective transition between the public and private spaces.

In Sunnyvale's commercial and industrial zones, roadway landscaping can lack continuity as each property develops different landscape schemes. Uniform landscape standards can be adopted in areas the City would like to distinguish. Uniform standards on both public and private properties next to the roadway would create a strong sense of continuity and a unique character. El Camino Real, Mathilda Avenue and the Downtown are appropriate areas to consider landscape standards.

Compatibility with Surrounding Development Standards. Site plans can be designed so they are compatible with the surrounding development standards. New development which does not have similar setbacks and coverage will disrupt the rhythm of the surrounding area. This disruption may be appropriate in locations where emphasis is desired, such as gateways. It may not be appropriate in other locations, such as special districts and neighborhoods. Almost all new projects in Sunnyvale are built on infill sites. As a result, the impact on adjoining developed properties is significant and compatibility more crucial.

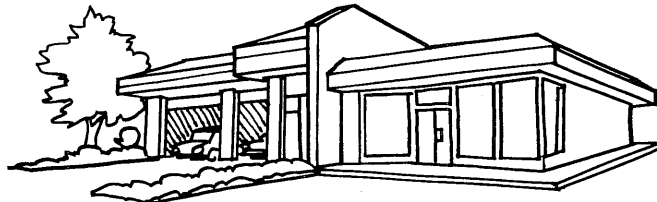
Building setbacks are specified by the Sunnyvale Zoning Ordinance. These setbacks determine the minimum distance of the building from the front, rear and side property lines. Building setbacks establish part of the visual impression of an area.

Setbacks vary in the different residential, commercial and industrial zoning districts. Sunnyvale has adopted these setbacks for fire safety and to establish standards for light, air and open space between buildings. Property owners can depend upon these uniform standards. In residential districts, setback standards maintain privacy and property values. Throughout the City, setback standards determine the unique spatial qualities of districts and neighborhoods.

Currently, there are no minimum rear or side yard setbacks in Sunnyvale's commercial and industrial zones. Typically, buildings are setback from rear and side property lines due to other functional constraints, such as parking, landscaping or service access. These functional requirements often have the most impact on building setbacks and coverage. Occasionally, commercial buildings will be constructed right at the property line with little or no setback which in some cases has created problems. Wing walls or other special construction for fire protection are required whenever a building is close to or right on the property line. Wing walls are usually solid masonry covering the entire side of the building and extending at least 30 inches above the roofline. Wing walls often ruin the architectural lines of a building. They replace the fine details of eaves, windows and building articulation with a flat, monotonous wall. Wing walls create a massive barrier between buildings rather than an attractive transitional space.



Building without wing walls.



Building with wing walls.

The quality of transitional spaces between buildings and architectural integrity can be improved with setback standards which avoid wing walls or other types of blank walls between buildings. Sheer, high walls can create a vise-like space between buildings and disrupt the architectural rhythm created by the window pattern on the rest of the building. These types of walls can be a problem in planned development residential districts when detached buildings are set right at the property. Fire codes prohibit windows on these walls. Sunnyvale has recently adopted an R-1.5 Low Medium Density Residential District which incorporates setback standards meant to avoid tall, blank walls. Additional design standards may be necessary for other zoning districts.

Building coverage is also determined by Sunnyvale's Zoning Ordinance. Coverage regulations, in addition to setbacks, establish the amount of open space by limiting the building footprint on a lot. Maximum building coverage is usually more restrictive than the coverage allowed under minimum setback standards. A closely related, but more complete design concept is floor area ratios (FAR). FAR's include building area above the first floor. Limitations on floor area ratios will determine the total mass of a building, not just the footprint. Floor area ratios will be discussed further under the building design sections.

Internal Design Elements

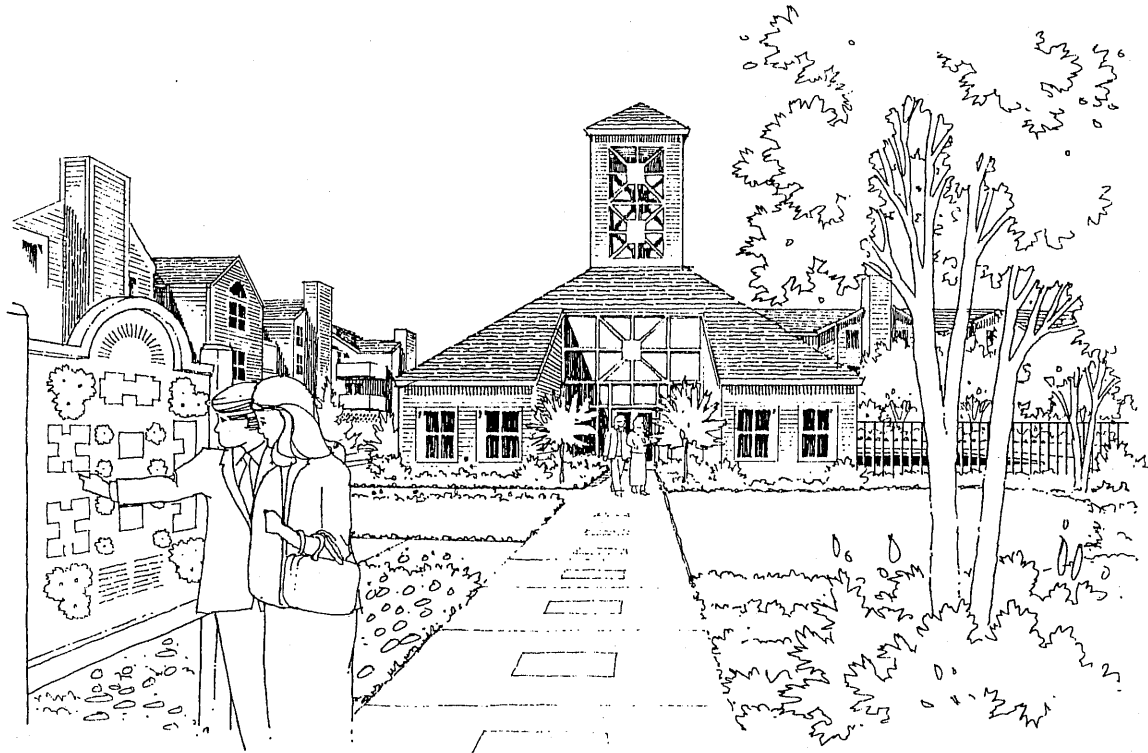
Good site plans have design elements which are compatible with each other as well as surrounding properties. Good site plans create places which are friendly, attractive, efficient and safe. For a site design to be experienced as a positive environment most urban designers suggest the following qualities: 1) a sense of entry, 2) legible organization, 3) an integrated design, and 4) attractive design features. The site also needs to be safe and easily accessible.

Sense of Entry. A good site plan is designed so that entries are obvious and easy to locate. The entry is usually the first feature looked for and identified on a site. People need to know how to drive onto a property and where to go to enter the building. Entries which are not well defined cause confusion. Well marked entries allow people to relax and enjoy the environment. Like City gateways, site entries should also be visually appealing to make a positive first impression.

Entries create an arrival zone which can be grand or intimate. Grand entries may have plazas or fountains creating a place filled with anticipation and excitement. Other entries can be as simple as a hedgerow along a walkway. An appropriate entry will match the building style and function.

Legible Organization. A site plan which is legible is organized so that the environment can be understood. People need visual clues to understand how they should act or where they should go. The design of outdoor spaces should clarify whether these spaces are public or private areas. Signs are helpful to identify the location of uses on the site.

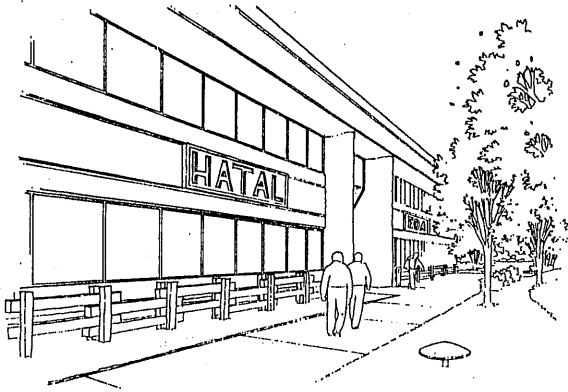
Variations in architectural features and spatial volumes also help orient people. On large sites, prominent architectural features create focal points which will help people find their direction just like landmarks orient people in a City.



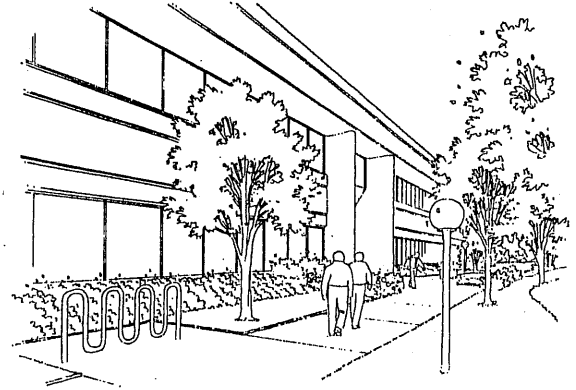
An architectural focal point helps orient visitors to new apartments in Sunnyvale.

Multi-family and condominium projects require more complex and differentiated outdoor spaces. Residential projects need to balance privacy with the opportunity for social contact. Site design should provide; private spaces where there is minimal visual or auditory contact with neighbors, transitional spaces which are semi-private and public spaces where residents have unrestricted access. When these areas are ambiguous, social friction can result. The use of an area can be clarified by the design. Special areas, such as playgrounds, should be clearly identified.

Integrated Design. When the functional and design elements on a site are integrated, this creates a sense of place and a unified whole. Each element should appear to have some relationship to the other elements. A project will be more appealing if the site design is complimentary to the building design. A site with unrelated parts will not function as a single project, but as a collection of different parts.



Poorly designed
detailing.



Well designed
detailing.

Some of the features which produce a memorable identity for a project are clear boundaries and similar detailing, such as light fixtures, railings, landscaping and signage. Other unifying features are less tangible, such as the relationship of the building form to parcel size and shape, the location and proportion of landscaping to hard surface or the harmony of spatial volumes resulting from building placement. If elements in the site design work well with each other there is a sense of belonging. If they do not work well, there is a sense of uneasiness that can often be difficult to articulate.

Attractive Features. Site plans can be designed to create an attractive environment with features that are pleasant to the senses. Even if a site is designed for maximum efficiency, it will not be a positive experience unless there is a human quality. Site plans which appeal to the senses have that quality because they engage people in a direct way.

Landscaping is one of the most important features that adds to the site appeal. Landscaping can provide color, shade and fragrances which are pleasurable to the senses. Trees and shrubs can compliment and emphasize the building. The amount and location of landscaping has a significant affect on the appearance of a property. Projects with minimal landscaping look barren and feel harsh. Landscaping can make the site look luxuriant with numerous plants and trees. Plants can also be used to accent entries, compliment the building design and integrate the architecture with the site. Landscaping should have adequate irrigation systems and good soil conditioning prior to planting so that it will continue to grow well. Irrigation systems can be designed for water efficiency and with automatic timing for easy landscape maintenance.

In Sunnyvale, one of the most obvious differences between older and newer development is the difference in landscaping. Newer projects have much more greenery because of City Ordinances requiring adequate landscaping. The City now requires landscaping



Landscaping, water features and places to sit
make outdoor spaces more appealing.

around the building, in parking lots, along the street and as a buffer between residential and non-residential uses. Older properties with inadequate landscape are required to upgrade to current standards when there is a change of use or redevelopment. Required landscaping is an essential part of site design and not just something to fill in left over odd spaces. Sunnyvale has periodically reviewed City landscape requirements to keep pace with the changing built environment. In 1990, the City adopted new landscaping requirements which increased the amount of parking lot landscaping and the number of plants as well as regulations to improve maintenance and irrigation.

Parking lot landscaping is practical as well as attractive. In the summer, people vie for parking spaces shaded by trees. Canopy trees with broad crowns provide the best shade. Often commercial businesses resist large canopy trees, because they obscure business signage. A solution which would provide shade without sacrificing signs is to use smaller trees, but more of them. Another possibility, is to install large landscape islands in locations which would not block signage. When there are big parking lots, large landscape islands can be used to break up the lot into smaller, more comfortable areas.

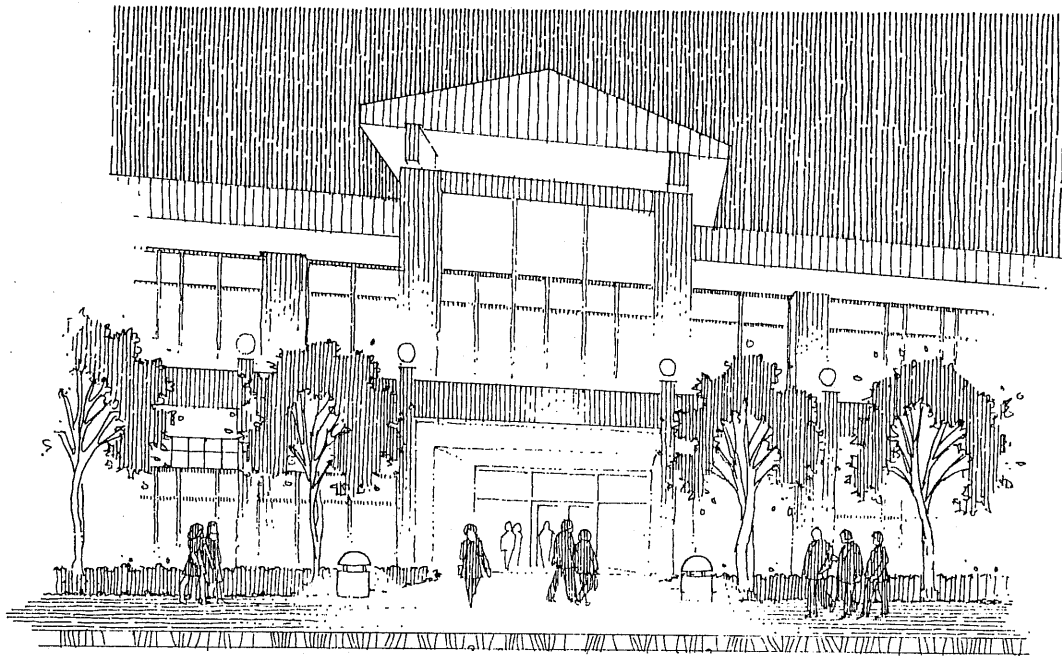
Outdoor spaces also need to be integrated into the site design and located in appropriate areas. A good site design will locate trash enclosures and service access

away from pedestrian entries or outdoor eating. Quiet places for relaxation or eating can also be sheltered from noise and traffic. If outdoor furniture is used, it should be constructed of sturdy materials with colors and a style compatible with the building architecture.

Site plans also benefit from a sense of mystery. Most people enjoy some anticipation and adventure. A site design where everything is too obvious, too soon, can be boring and monotonous. In contrast, too much mystery can be confusing. There must be a balance between the obvious and surprise. A few hidden places or movement from intimate to grand spaces can add a vital dimension to the plan. A site designed with some mystery will create an environment which is stimulating and engaging.

Artwork can also enliven a site by adding a human quality and an expressive dimension to the environment. Visible artworks on private property benefit everyone and are an important link between private development and the community. Sunnyvale has implemented a program requiring artworks for significant new development at gateways and on large commercial or industrial properties. As of July, 1990, there are currently seven sites where artworks are required, mostly in the northern industrial areas of the City. City Ordinance requires that these artworks be in locations with maximum public exposure, be compatible with the scale of the site and be an integral part of the landscaping and architecture of the project.

Safe and Accessible Environments. Site plans can be designed to be safe environments, easily accessible to everyone. If a project is perceived as unsafe, not even outstanding design will bring people onto the site to live, work or shop.



Visible, well lighted entries create a safe nighttime environment.

Safe environments have good public visibility, adequate night time lighting, well designed circulation systems and quick, unobstructed access routes for fire and police services. People feel safer when entries into a building are in clear public view. Landscaping can also be designed to promote a feeling of security by avoiding banks of tall shrubs or low evergreen trees and using more transparent landscaping, such as high canopy trees and low shrubs. Walkways, entries and parking lots should be well lighted to provide a safe nighttime environment. Lighting is more assuring if it has a soft, cast and is designed with uniform illumination.

A well designed circulation system is critical to ensuring the safety of pedestrians and motorists, as well as efficient emergency access. A good site design will have driveways located where there can be safe access to and from the property. Safe access requires good visibility and prohibiting high landscaping or signs by the driveway which obscure pedestrians and other motorists. Safe access also requires adequate stacking space for cars on site and an unobstructed driveway into the site to avoid cars stacking up on the roadway. Driveway and aisle widths should be adequate for quick access and turn-around areas for emergency vehicles. Aisles and parking spaces also need to be designed for safe parking.

Sunnyvale has standard development conditions and ordinance requirements for safe on-site lighting, circulation, parking and emergency access. These requirements have helped assure secure and efficient site design in Sunnyvale. For most properties, there is also discretionary City review of landscaping and building configuration.

One of the ongoing problems for the City is landscaping which has been planted incorrectly or is overgrown and blocking visibility at intersections and driveways. It may be necessary for the City to systematically review existing landscaping and adopt further regulations to promote safety at these locations.

It is essential that sites be designed with easy access for everyone. Sunnyvale is required to use the California Uniform Building Code (UBC) which includes minimum requirements for handicap access. The UBC requires ramps for access for the handicapped at curbs and stairs. Sunnyvale may want to broaden the requirements for handicap accessibility on some projects. Especially in large projects, shopping centers and Downtown, site environments can be designed so that they are understood, easily navigated and enjoyed by everyone.

Building Design

Buildings are typically the most dominant features on a site. They are also one of the most dominant features of a city. Buildings represent a visual inventory of a city's history. Often cities or regions become identified with a certain building style, for example, the victorian row houses in San Francisco or the adobe buildings in the southwest. Buildings can enhance or detract from a city's image and once constructed usually remain for a

long time. Buildings with good architecture will compliment Sunnyvale's image. Good architecture raises people's spirits, inspires creativity and heightens individual as well as cultural identity. Architecture which is inappropriate fails to communicate, inspire or motivate.

Good architecture not only has intrinsic value, but is also appropriate to its context. A building must relate sympathetically to its surroundings and not vie for exclusive attention to the detriment of other buildings. Buildings which blend into the fabric of a community are an essential part of a civil environment. Buildings which draw exclusive attention are appropriate in only a limited number of places, such as gateways and for a limited number of uses, such as a performing arts theater.

It is because buildings are so important that they can become so controversial. Often discussions on architectural merit are reduced to arguments on like and dislikes. Most people have strong architectural preferences based on personal experience. There are, however, some basic aesthetic principles which allow for a clearer dialogue and a more objective basis for review.

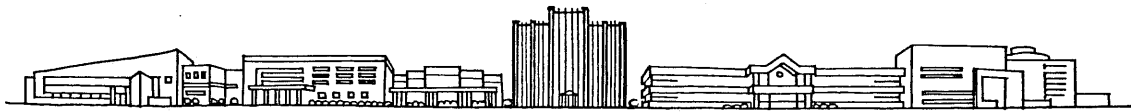
As with site design, there are functional elements to building design which must be refined to create a compatible and attractive building.

Functional Elements

The functional elements of a building's exterior design are basic. Buildings have walls for structured support and a roof for protection against the weather, and buildings have openings, such as windows and doors, for light, air and access. Today, in areas with scarce and expensive land, buildings often have parking incorporated underneath.

The intended use of a building will affect its form. Most industrial uses would not function well in vertical buildings, whereas residential uses are readily adapted to vertical structures. Warehouses do not need windows, but commercial businesses thrive with large, open storefront windows. Zoning districts in Sunnyvale assure compatible uses and because these uses are similar, this also results in generally compatible building forms.

Walls. The shape of the walls determine the perceived vertical and horizontal orientation of the building. Walls are also the largest building element and unify all of the other functional elements. Some areas in Sunnyvale, such as the Murphy Avenue Heritage District, have buildings with vertical orientations. Other areas, such as the El Camino Real Commercial District, have predominantly horizontal forms. New construction should be sensitive to the vertical or horizontal character of the district.



Streetscape With Incompatible Building Orientations



Streetscape With Compatible Building Orientations

Roofs. The roof is another dominate functional feature of a building. Rooflines are the edge of a building and have a strong visual impact when silhouetted against the sky. Roofs are often a prime indication of building style. They are also one of the most critical visual elements in determining compatibility with neighboring buildings. When a roofline does not match the pattern of surrounding buildings, it breaks the rhythm of the streetscape.

Sunnyvale has two basic roof types: flat roofs with parapet or mansard features mostly on commercial buildings and peaked gable and hip roofs mostly on residential buildings.

Gabled roof in the center breaks the rhythm of the streetscape.



Parapet roof blends with the surrounding rooflines.



Roofs should be designed to be compatible with adjoining properties and with the use of the building. Infill projects will be more compatible if the roof has a similar height and shape as adjacent buildings. Different styles of rooflines can also be useful in identifying uses. Hip or gabled roofs are generally associated with residential buildings. In mixed use projects, this motif can identify the residential component. In Sunnyvale, the mixed use project at 460 E. El Camino Real has a gabled roofline with peaks over each upstairs unit. Without this type of roof, the different uses of this building would be more ambiguous.

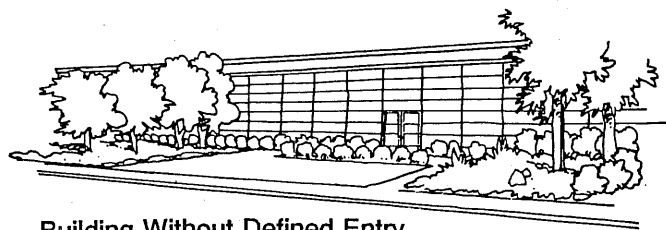
Functionally, roofs are a structure covering the whole building. Often a false mansard roof is added to commercial buildings to decorate the facade. If the mansard stops abruptly at the side wall it will look artificial and detract from the building. False roofs and other decorations should wrap around the entire building, otherwise they will not be believable as a roof and will disrupt the integrity of the building. At a minimum, a false mansard can wrap around the sides, so that it looks integrated with the building, not just pasted on.

Entries. Buildings need a defined entry so that people can find the front door. This creates a friendly relationship between the user and the building. Entries that are designed to be interesting as well as functional will draw people to that building.

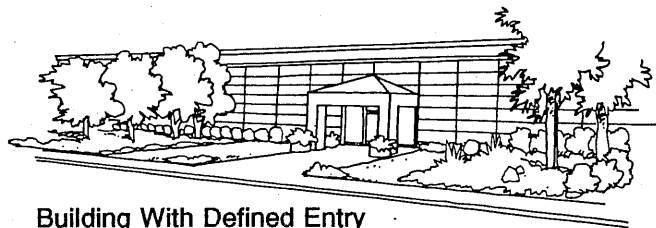
Buildings are more legible and interesting if front entrances are oriented to the street. This orientation enlivens the streetscape and creates a more vital pedestrian environment. For service entries, it is usually better if they are located away from the street so they do not detract from the pedestrian environment.

Entries can also be useful as focal points for large residential or commercial projects. It is possible to orient most of a residential project away from the street for privacy and quiet, while using an attractive entry to maintain a hospitable relationship with the street. In Sunnyvale, there are several residential projects on El Camino Real which do this. They have attractive entrances which create a focal point for the project and add to the vitality of the streetscape.

Some buildings in Sunnyvale's industrial areas would benefit from more clearly defined entries. Many companies have remodeled their buildings to add a more distinguished entrance. Under existing zoning code, projections, such as posts and canopies over the doorway, are included in Sunnyvale's floor area ratio limitations. This limitation has discouraged some companies from making entry improvements. The City could consider excluding entries from the floor area ratio calculations in order to encourage these improvements.



Building Without Defined Entry



Building With Defined Entry

Windows. Windows are the world's view into a building and the user's view of the world outside. Windows link the exterior and interior environments. It is almost as crucial that there be some view into a building as some view out of it. Particularly in commercial districts, visibility of the activity inside stores and restaurants draws customers and creates an entertaining street environment. In most cases mirrored or heavily tinted glass would not be appropriate in commercial districts.

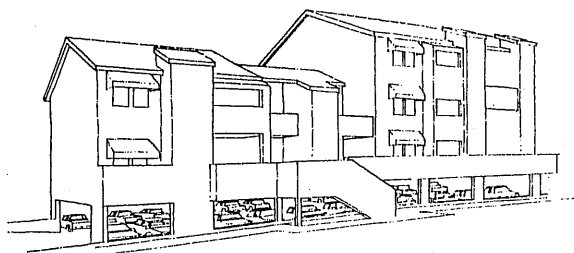


Large, clear glass windows create a vital link between interior and exterior activities.

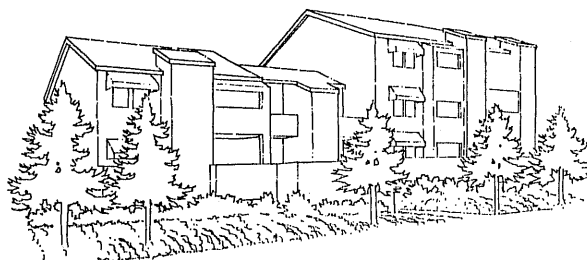
The shape and spacing of windows is also important. Different window treatments are associated with various building styles. A Georgian style has formal, rectangular windows, a Spanish style is associated with arched windows and some modern styles have triangular or circular forms. The shape and spacing of the windows should be compatible and add to the identity of the building style.

Parking. Many large projects in Sunnyvale are built with below grade parking because of scarce land and high prices. Below grade parking allows higher densities while preserving more open space and landscaping.

Below grade parking has also changed the fundamental connection of the building with the land. For most of these projects, the parking garage is sunk more than half way below grade with the concrete walls extending four or five feet above ground level. These walls have openings for light, air and visibility into the garage. The building then sits on this concrete base. If not designed well, the building loses its solid connection with the land and looks separate from the concrete base it sits on. Landscaping and berming can help re-establish a relationship with the land so the building looks anchored. Below grade garages will also be less obtrusive if auto entrances are screened and face away from the street. To integrate with the building, concrete garage walls above grade can be designed with the same architectural detailing as the building and finished with the same materials and colors. If the garage portion is well designed, it will look like the base of the building and not like a parking garage.



Poorly designed
parking



Well designed
parking

At least one structure in Sunnyvale has been constructed with at grade open parking under the building. The building is raised approximately 12 feet above grade and looks like it is resting on stilts. It appears unnatural and creates an uneasy feeling about the soundness of the structure. Because buildings are usually scanned from bottom to top, the eye fixes on the blank space at the ground level and any architectural merits of the building generally go unnoticed. At grade parking under a building is usually highly detrimental to the integrity of the building design and should be discouraged in Sunnyvale.

Design Refinement

The arrangement and refinement of the functional building elements is generally described as the building style. A building has a style if these elements have been designed to reflect the cultural and aesthetic values of a certain time. This stamp of time is what gives a building its character. Buildings which are nondescript and have no style lack this refinement.

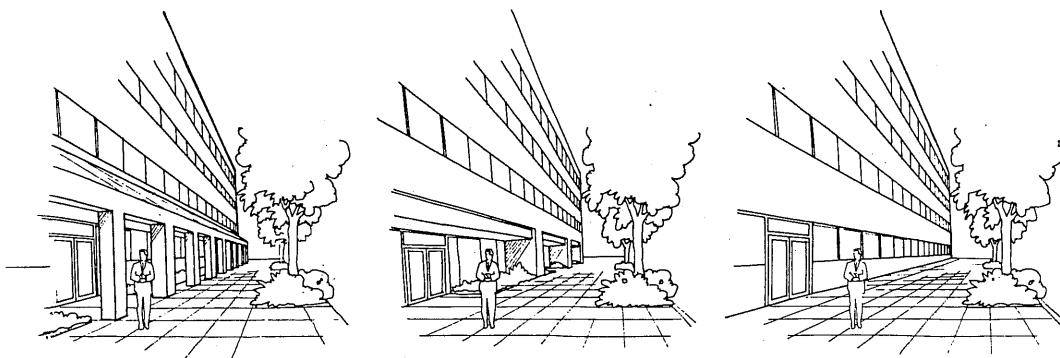
Any building style can be reviewed using some basic aesthetic principles. These principles are widely accepted as standard architectural concepts and provide a common language for discussing architectural merit. The merits of a building can be understood according to its:

- | | |
|-------------------------|--------------------------|
| 1. Scale | 5. Rhythm |
| 2. Shape | 6. Texture and Materials |
| 3. Mass | 7. Color |
| 4. Order and Proportion | |

Scale. The scale of a building is its size relative to the surroundings. The size of a building is not perceived in feet and inches, but in relation to objects next to it, such as people, trees or other buildings. A large building in Sunnyvale would be a small building in Manhattan. Most new buildings should have a compatible scale and height with surrounding structures in order to blend with surrounding development.

There are some buildings, such as landmarks, where it is appropriate to have a grand scale. Cathedrals in Europe and the Lincoln Memorial are examples of buildings whose large scale emphasizes their importance. Buildings which have a grand scale are often placed in central or prominent locations and the use of the building reflects the cultural values of the community.

Buildings which have a human or pedestrian scale have a size in proportion to people. These structures feel comfortable, not overwhelming. Buildings start to lose a human scale when they are over two stories. Many high rise buildings create a human scale by using one or two story extensions or porticos at ground level to greet people. Some buildings have different materials, shapes or recessed spaces on the lower level to create the perception of a more intimate scale. In Sunnyvale, buildings over two stories need architectural features on the ground level which create a human scale.



Building articulation on the ground level produces a human scale and avoids high, sheer walls that look like barriers.